



MDT - Department of Transportation

Aeronautics Division

Vol. 52 No. 3

March 2001

Kalispell Hosts First Rate Conference

The 17th annual Montana Aviation Conference, held in Kalispell on March 1-3, 2001 was a great success. With perfect weather, over 550 participants attending, more than 50 exhibitors and awesome speakers including Governor Judy Martz, Joe Kittinger and Bill Lishman, it could be nothing more than an exciting and informative event.

Companies from all over, including Canada, displayed their products and services, as well as donating generous prizes that were given away throughout the conference. Continental breakfasts, coffee breaks, and a Friday evening Dinner/Dance were all made possible by the contributions of many generous sponsors.

Numerous interesting concurrent sessions were offered throughout the conference with speakers from around the country. All sessions were very well attended, offering great information and entertainment to conference attendees.

Montana aviation organizations conducted business and board meetings. A "Meet Your Aeronautics Board" meeting was held Friday afternoon. A tour to Montanair was offered on Friday with a chance for everyone to get a look at Jim Smith's Warbirds and classic aircraft together. A tour of C.G. Aviation was held on Friday and Saturday where you could see a Travelair, Jungman and other beautiful antique aircraft. Friday's spouse/guest tour was a great success with a tour of the Conrad Mansion, the Central Museum, and stops at Kalispell's Opera House and Western Outdoors tack shop.

The kick-off luncheon featured Governor Martz who spoke of her enthusiasm for aviation and the respect she has for the awesome job performed by aviators of this great state. Issues being considered in the Montana State Legislature that are impor-

tant to each and every Montanan were discussed. The Governor also shared stories from her recent experiences while attending the National Governors' Conference in Washington DC, including the thrill of meeting to discuss areas of concern with George W. Bush, United States President.

Thursday evening an awards banquet was held and many deserving young students received scholarships to further their careers in aviation. Montana Aeronautics presented Bill Werner of Kalispell with Flight Instructor of the Year Award, Minuteman Aviation of Missoula & Kalispell with the Search and Rescue Volunteer of the Year Award and Kaye Ebelt with Aviation Educator of the Year. Kieran O'Farrell from Juneau, Alaska concluded the evening with her humorist aviation stories, a great

pick me up for the banquet. Music by John Dunnigan, sponsored by Billmayer Engineering, was featured in the Outlaw Lounge following the banquet; John is an extremely talented man and kept the crowd hopping with great tunes from all eras.

Friday's sold-out luncheon with Joe Kittinger was a huge success with Joe's exciting stories of his combat tours in Vietnam, and his highest parachute jump 102,800 feet, in an experiment for the US Air Force. Joe's other career highlights include: Man High I- First Man in Space - 96,000 feet; Rosie O'Grady's Helium Balloon-World's Record Distance-2,001 miles; Rosie O'Grady's First Solo Transatlantic Balloon Flight-World's Record Distance-3,543 miles.

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Debbie Alke is presented with the AOPA Award from Ray Costello at the Saturday evening banquet.

Administrators Column

NATA PROPOSES SIMPLIFIED FIELD APPROVAL PROCESS -

The National Air Transportation Association (NATA) has recommended several improvements to the FAA Field Approval process. During a public meeting held in February, the FAA outlined a multi-year review conducted by an FAA Field Approval Process Improvement Team. The NATA supported many of the improvement suggestions, however emphasized that the FAA Field Approval process is structurally sound but administratively broken. NATA Technical Services manager Ric Peri stated "When the FAA approves an alteration in Kalamazoo, Michigan, the FAA must accept that approval in Long Beach, California, with very few exceptions. Currently, FAA inspectors continue to second-guess each other and either reject a previously approved alteration entirely or place a severe administrative burden on the aircraft owner to revalidate the alteration to the new ASI's personal standards. This must come to an end." The lack of universal acceptance of previously approved alterations is of paramount concern to the industry. Peri further stated, "The ability to perform in-service alterations to aircraft and other type-certificated products is vital to the viability and safety of the United States aviation fleet". The FAA's current practice of rejecting applications for Field Approvals and instead requiring a Supplemental Type Certificate (STC) is unacceptable. One FAA proposal, which was well received, would allow inspectors to specialize in their areas of expertise rather than cover a broader area of surveillance. Peri said, "We really appreciate what they have done but the foundation is still cracked." The NATA is encouraged by the prospects of a much improved approval process for minor changes in type design. "NATA looks forward to working with the FAA to implement these long-awaited changes," concluded Peri.

ARCHAIC AGE 60 AGAIN CHALLENGED -

There are currently two bills, which have been introduced in the U.S. House and Senate to extend the FAA's archaic "age 60 rule" from the current age 60 to age 65. Senator Murkowski (Alaska) introduced his bill to repeal the FAA rule to allow pilots "in excellent health" to con-

tinue to pilot commercial airliners until their 65th birthday. Senators James Inhofe (Oklahoma) and Mike Enzi (Wyoming) have joined Murkowski as co-sponsors. Representative Jim Gibbons (Nevada), formerly a Western and then Delta pilot, introduced a bill that would accomplish the same objective. Murkowski said the most recent study, in 1993, examined the correlation between age and accident rate as pilots approach 60 and found no increase in accidents. He said FAA contends that age 60 is the point when sharp increases in disease mortality and morbidity occur. In FAA's view, he noted, it is too risky to allow older pilots to fly the largest aircraft carrying the greatest number of passengers over the longest nonstop distances in the highest-density traffic. Murkowski noted, however, that 44 countries worldwide have relaxed the age 60 rule within the last 10 years, primarily because of the pilot shortage is a worldwide phenomenon and many of these pilots currently fly into U.S. airspace. As expected, Senator McCain (Arizona) warned against Congress substituting the FAA's views as the FAA is responsible for aviation safety. During a hearing last July, FAA director of Flight Standards Nicholas Lacey, stated that there is no "right answer" to the age 60 rule. "The FAA cannot be assured that changing the age 60 rule will maintain or raise the level of safety." The House Transportation Committee did not hold a hearing on the issue last year, but the situation may be different this year since Representative Don Young (Alaska) has taken over as chairman.

PRESIDENT PUTS HOLD ON NEW REGULATIONS -

Shortly after President Bush took office he placed a temporary hold on all Federally proposed rulemaking efforts until the newly appointed department heads reviews and approved the regulatory action. This Executive Order bars the Federal Register from publishing any rules or regulations that were on the schedule for publication, and postponed for 60 days the effective date of all regulations that have been published but



Montana and the Sky
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Official monthly publication of the
Aeronautics Division
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Montana and the Sky
is published monthly
in the interest of aviation in the
State of Montana.
Third Class postage paid at
Helena, Montana 59604

Subscription: \$5 per year

Editor: Patty Kautz

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Aviation Conference cont.

Friday evening a Dinner/Dance/Silent Auction sponsored by the Flathead Municipal Airport Authority and Holman Aviation was held at Cavanaugh's Hotel, with music provided by the talented and upbeat Don Lawrence Band. More than \$3,000 was collected from the Auction to be given to the NW Montana Youth Aviation Fund.

Saturday wound down with a luncheon in the Exhibit area, more concurrent sessions, meetings and a Saturday evening banquet. Debbie Alke of the Aeronautics Division was honored to receive the AOPA award presented to her by Ray Costello for her outstanding work, both locally and nationally, on a number of aviation issues. Debbie is also one of the reasons this year's and previous year's conferences are so successful. Bill Lishman, pilot, artist, sculptor, filmmaker and author, then entertained

everyone with a variety of stories. Bill is an interesting individual who has taken many risks in his life; all have proven to be very exciting and challenging. He is an exceptional artist, and has designed and built an entire underground home which he and his wife have lived in for the past 10 years. One of his many adventures is raising flocks of Canadian geese, imprinting them to an ultralight he designed and built, and flying with the birds around southern Ontario.

Special congratulations go to Chuck Manning & Norm Kurtz, Co-Chairmen of the conference committee, and also to the other committee members who worked hard to ensure a successful program. Next year's conference will be held February 28 – March 2, 2002, in Bozeman; be sure and mark your calendar now.

Administrators Column cont.

which have not yet taken effect. The President received praise from the National Air Transportation Association (NATA). NATA President Jim Coyne stated, "The members of NATA are extremely pleased that one of the President's first actions was to mandate a review of regulatory initiatives and sets up an anticipation that the Bush Administration will closely scrutinize new regulatory requirements." The United States Air Tour Association (USATA) expressed hope that, although the order does not cover the already adopted Grand Canyon air tour rules, that the new Bush team should have the opportunity to adequately review and all past and proposed regulations and actions which may impact the Grand Canyon air tour industry. The USATA wrote a letter to FAA Administrator Jane Garvey expressing their views and hopes that they will be afforded the opportunity to present their case to the new Secretary of Transportation, Norman Mineta.



Bruce Reid of Lewistown poses here in the shelter built by him and his children, Emily & Derek, at the 2001 Surratt Winter Survival Clinic held February 9, 10 & 11. For more photos and info on the clinic see page 6.

Calendar

January 1-March 31 – Annual Nationwide CAP Membership Drive. Contact Major Steven Heffel at (406) 252-9850 or access CAP website at <http://www.capnhq.gov> for info about Montana Wing CAP.

March 22-24 – International Women in Aviation Conference, Reno, NV.

April 8-14 – Sun 'n Fun EAA Fly-In, Lakeland, FL.

April 20-22 – 2001 Montana Wing Civil Air Patrol Conference – Bozeman, Holiday Inn. Contact Lt. Colonel Peter Graf – (406) 388-4152. All pilots and aviation enthusiasts are welcome to stop by.

April 26-28 – Aircraft Electronics Association 44th Annual Convention & Trade Show, Dallas, TX – for further information call AEA at (816) 373-6565 or check out convention information online at www.aea.net.

May 26-28 – Benchmark Work Session.

June 2 – AOPA Fly-In and Open House, AOPA Headquarters, Frederick Municipal Airport, Maryland

June 2 & 3 – Annual work session for Spotted Bear & Meadow Creek Airstrips. Barbeque held at Spotted Bear Airstrip.

June 9 – Work Session Wurtz Airstrip (North Fork Flathead Drainage) permission from USFS required to fly-in, otherwise drive-in.

June 10 – Work Session Sonderson Airstrip, **drive-in only**.

July 7 – North Central Hangar Fly-In Breakfast & Big Kids Toy Show - Big Sandy Airport.

July 20-22 – Schafer Meadows Work Session.

July 21-22 – Dayton Air Show, for further information - phone (216) 781-0747, fax (216) 781-7810, website – www.airshowdayton.com.

July 24-30 – 2001 EAA AirVenture, Oshkosh, Wisconsin.

August 2-5 – MAAA Fly-In, Three Forks.

September 1, 2 & 3 – Cleveland National Air Show, for further information - phone (216) 781-0747, fax (216) 781-7810, website – www.clevelandairshow.com.

November 8-10 – AOPA Expo 2001 – Ft. Lauderdale/Broward County Convention Center, Ft. Lauderdale, Florida.

Montana Aviation Conference - 2001



Governor Judy Martz, who spoke at the Thursday Kickoff luncheon, took time to visit the Exhibitor booths. She is pictured here with Martin Elshire of Aerotronics; Martin has been attending the Aviation Conference since it began in 1985. .

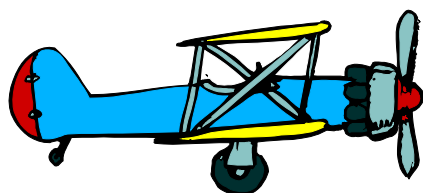


Allen Rickman received the Montana Pilots Association (MPA) Pilot of the Year award, and was so honored with the award he was at a loss for words. We congratulate Allen on his well-deserved award.



Dave Galt, Director of the Department of Transportation, gave welcoming remarks at Thursdays Luncheon.

Debbie Sherwin of Air BP in Houston and Ed Croymans of City Service/Air BP in Kalispell are major sponsors of the aviation conference each year. This year they hosted the Thursday evening cocktail hour. We thank Debbie and Ed for their support and generosity.



Right, Chuck Manning, Conference Co-Chairman accepts the Montana Pilots Association (MPA) Hangar of the Year award for the Flat-head Hangar, presented by Bob Hollister, President of MPA.

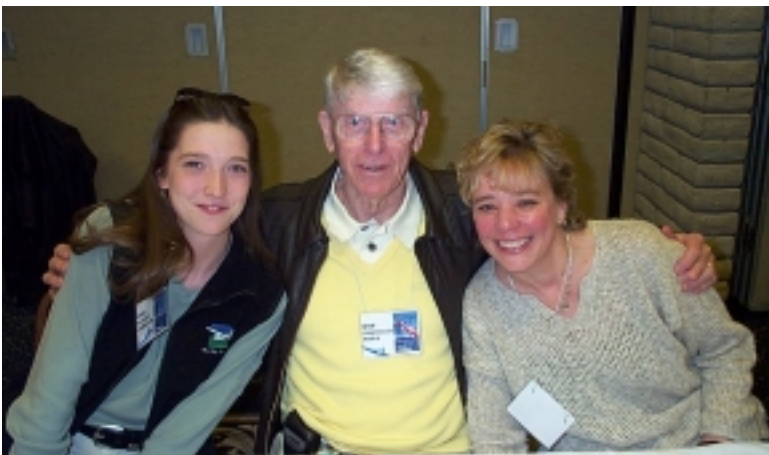




Joe Kittinger spoke to a sold-out crowd at Friday's luncheon. Joe's talk "The Sky Is My Office" told of his many adventures in aviation and kept everyone extremely entertained.



Debbie Alke visits with Bram Tilroe, Air Traffic Controller, Edmonton International Airport. Bram also conducted a concurrent session at this year's conference.

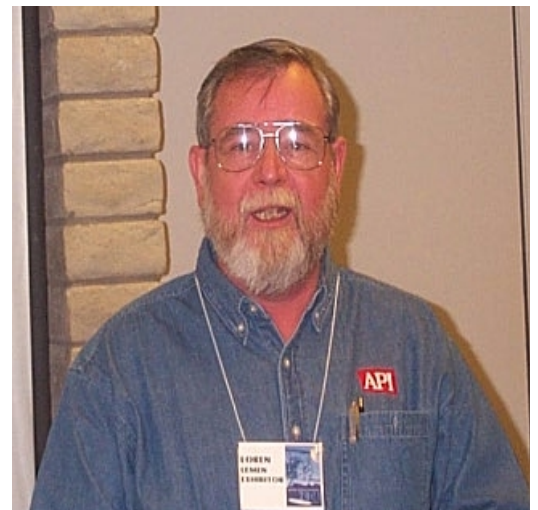


Ray Costello of AOPA has the tough duty of being surrounded by two outstanding women in aviation, Amy Woody (left) a Rocky Mountain College Student & Flight Instructor for Lynch Flying Service, and Kieran O'Farrell (right) Aviation Safety Inspector for the FAA in Juneau, Alaska.

Par Loennquist of Edmo Distributing Inc. accepts his award for 10 years of Exhibiting with Edmo at the Montana Aviation Conference.



Mike Ferguson presents Target Range social studies teacher Kaye Ebelt with the Montana Aviation Educator of the Year Award at Thursday evenings Awards Banquet.



Loren Lemen of Aerospace Products International (API) spoke at the Mechanics Refresher Clinic and also displayed as an exhibitor.

Surratt Memorial Winter Survival Clinic

The Surratt Memorial Winter Survival Clinic held on February 9, 10 & 11, 2001 was a great success. The clinic, with instructor's Skip Stoffel and Paul Green of Emergency Response International, began with classroom instruction on Friday evening. Debbie (Surratt) Myers and her daughter Laura Surratt delivered the opening by explaining the importance of the clinic. The clinic is funded in part by a memorial set up by Debbie in memory of her husband Terry whose aircraft went down in 1991 on a flight from Missoula to Billings. The aircraft was found several months later. Mr. Surratt had survived the crash but died from hypothermia. Debbie and Laura both expressed the importance of waiting even just one day for the weather to improve, as the decision not only affects the pilot but also his or her family. More than 25 brave souls ventured out on Saturday for an over-night session at the Lincoln Airport. Skip & Paul gave further instruction on how to build a shelter. The next morning all of the shelters were critiqued on how warm and survivable they actually were. Many thanks to Debbie for her generous donation; this is an important program that the Aeronautics Division is proud to offer. Also, thanks to Abe Grossfield for the use of his land on the Lincoln Airport, and to all of the cheerful participants that **SURVIVED** the cold!



Pictured above, left to right, Debbie (Surratt) Myers, Mike Ferguson and Laura Surratt. Debbie and her daughter Laura, who now attends Carroll College in Helena, gave opening remarks at the Friday evening clinic.



Above, Instructors, Skip Stoffel and Paul Green of Emergency Response International visit with Tina Blankinship of the Aeronautics Division who didn't have a problem with the PMA (Positive Mental Attitude) that is critical in any survival situation. Left, Peter Smith and his daughter Rebecca of Lewistown, pictured here in their cozy shelter, are annual attendees of the Winter Survival Clinic.

WINTER

Over 200 Students Attend Careers Conference!

The Aviation Careers Conference, a part of the Montana Aviation Conference tailored to junior and high school students, was an enormous success! Over 200 students listened to Captain Karen Kahn, an MD-80 Captain for Continental Airlines, talk about her career and the path she took to achieve her dream.

The students then had a chance to win many aviation door prizes, after which the program resumed with an aviation career panel.

Aviation professionals talked to the students about the “ins and outs” of their jobs. This year’s panel included: Amy Woody, a student at Rocky Mountain College and a flight instructor; Robert Holman, a fixed base operator and pilot; Lonnn Saunders, a first officer for Big Sky Airlines; Dave Kimball, the Director of the Aviation Programs and a professor at Rocky Mountain College in Billings; Shane Sanders, a Montana Air National Guard F-16 pilot and a United Airlines pilot; and Dave Harpster, the lead Aviation Maintenance Instructor at Helena College of Technology. Time was then turned over to students to ask questions and have “one on one” time with the panel.

Afterwards, the students went over to the main conference and toured the Exhibitor’s booths, flew the flight simulator with Len Wheeler of the FAA, or took part in a model airplane take-off and landing contest with the Missoula teachers.

Montana Aeronautics Division, Montana Antique Aircraft Association, the FAA and Eagle Air donated aviation prizes. Rosauers donated the cookies for the students. Thank you to the many participants that made this event possible!

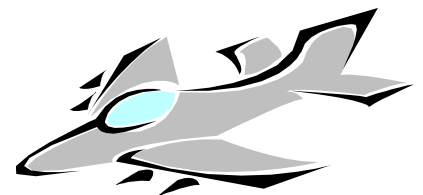
Right, Captain Karen Kahn gave an inspiring talk on her life and career as a captain for Continental Airlines.



Students from all over Montana, including Kalispell, Missoula, Lakeside, Eureka, Whitefish & Fortine came to hear about the many exciting & rewarding careers in Aviation.



The Aviation Career Panel received rave reviews from teachers and students alike. Here Shane Sanders, an F-16 pilot for the Montana Air National Guard and United Airlines pilot, gives an exciting talk on his career. There will certainly be a lot of students wanting to follow in his footsteps.

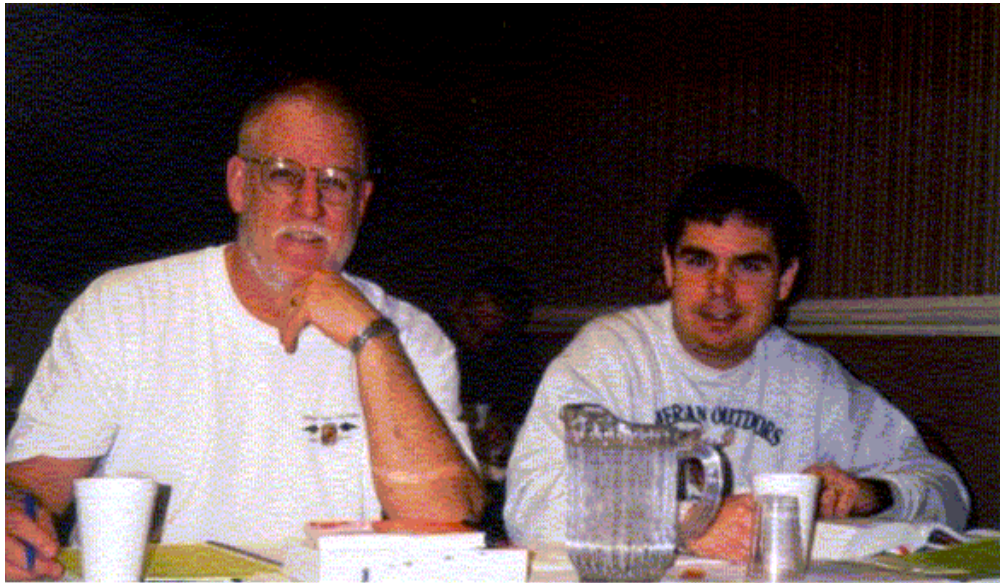


Flight Instructor Clinic Well Attended

Montana Aeronautics Division hosted the annual Flight Instructor Refresher Clinic (FIRC) in Helena on February 2 & 3. Mary Schu of "Wings of the Cascades Aviation Training" conducted the FAA approved course.

This year's clinic featured Montana's local talent as well. Doug Parrot put together an excellent pilot training workshop. Stephen Long of Salt Lake ARTCC and Kris Johnson of Great Falls FSS conducted the air route and air traffic considerations for pilots and flight instructors. Bob Van Meter, a Designated Pilot Examiner, explained teaching of flight maneuvers and procedures from an examiners point of view.

Jim Cooney and Maxine Dryer, of the FAA talked about regulations and airworthiness concerns. At the conclusion of 16 hours, Carol Henry of the FAA issued temporary flight instructor certificates. Thank you all, what a fantastic team! Thank you also to all the flight instructors that attended this year's FIRC and thank you for a job done well as Montana's flight instructors.



Harry Hughes of Belgrade and Bryan Brown of Helena share ideas.

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Thirty-three hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,287. This includes \$150 for production, \$777 for postage and \$360 for printing.



**PO Box 5178
Helena, Montana 59604-5178**

March, 2001

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Permit No. 141**